

DEVELOPMENT PROJECTS DIVISION
DIRECTIVE NO. 50-14

OPERATIONS
23 October 1961

MISSION AND RESPONSIBILITIES OF
THE WEATHER STAFF, DPD

1. PURPOSE

To establish the mission and responsibilities of the Weather Staff, DPD.

2. GENERAL

The Weather Staff is made up of officers assigned to Air Weather Service, USAF, who are attached for duty with Headquarters DPD. The Chief, Weather Staff, is responsible directly to the Acting Chief, DPD, and all personnel of the Weather Staff function as members of this Headquarters. In this capacity, the Weather Staff will act as the central control point for determination of weather support requirements and for all liaison with Air Weather Service. To be effective, they must have the same full cooperation and access to information relative to DPD mission and functions afforded to other staff sections of this Headquarters.

3. MISSION

The mission of the Weather Staff is to ensure that meteorological factors are properly considered in the operational plans and concepts developed within DPD Headquarters and that adequate weather support is provided to all DPD projects.

4. RESPONSIBILITIES

The Chief, Weather Staff, DPD, is assigned the following responsibilities:


- a. Supervise the activities of the Weather Staff Section in accordance with USAF Regulations and DPD directives.
- b. Determine weather support requirements in coordination with other DPD Staff officers and unit commanders.
- c. Develop and publish weather support procedures as required for effective support of DPD projects.
- d. Conduct all liaison with Air Weather Service units required to establish weather support capabilities and procedures.
- e. Provide technical guidance to weather personnel assigned to DPD units.

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- f. Provide the DPD staff with technical data and advice on the relationship of meteorological factors to DPD projects.
- g. Conduct weather briefings pertaining to DPD projects.
- h. Monitor the quality and timeliness of the weather support provided to DPD projects.
- i. Coordinate with appropriate DPD staff officers on the determination of budget, logistic, communications and administrative requirements associated with weather support activities.


STANLEY W. BEERLI
Colonel, USAF
Acting Chief, DPD-DD/P

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DEVELOPMENT PROJECTS DIVISION
DIRECTIVE NO. 50-1

OPERATIONS
14 November 1961

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AUTHORIZED ACCESS TO CONTROL CENTER

1. GENERAL

Recent incidents have indicated a need for restatement of the restricted nature of the Control Center during operational activity.

2. PURPOSE


The purpose of this directive is to establish restrictions on unnecessary and unauthorized entry into the Control Center while operations are in progress.

3. PROCEDURES

- a. Possession of a project clearance is not, per se, justification for access to the Control Center. Curiosity cannot be considered a valid reason for access. Presence in the Control Center must be restricted to those persons with a need-to-know who can make a positive contribution to the operation. Visitors from outside DPD do not, in general, meet these requirements.
- b. Effective upon issuance of this directive, visitors shall not be permitted access to the Control Center without specific authorization of the Acting Chief, DPD, the Chief, Special Projects Branch, or the Chief, Air Support Branch, for their respective operations. Such authorization, if granted, shall be on an individual, one-time basis and shall not be construed to be a blanket, continuing authority.
- c. The Chief of the Control Center, or his representative, shall deny entry into the Center in the event the required authorization has not been obtained.

4. RESPONSIBILITIES

It shall be the responsibility of each DPD employee to justify, on the basis of need-to-know and positive contribution, and without rationalizing, his need for access to the Control Center. Based on the same criteria, he shall justify to the Acting Chief, DPD, Chief, SPB, or Chief, ASB, each request for access to the Control Center for non-DPD personnel.


STANLEY W. BEERLI
Colonel, USAF
Acting Chief, DPD-DD/P

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PROJECT HEADQUARTERS
DIRECTIVE NO. 50-20-8

OPERATIONS
8 September 1966

OX CART AIRCRAFT CONFIGURATION AND
FLIGHT TEST CONTROL

(This Directive supersedes Project Headquarters Directive
No. 50-20-8 dated 25 April 1966.)

1. Purpose:

- a. To establish the OXCART Aircraft Configuration and Flight Test Control Board.
- b. To establish the procedures necessary to configure OXCART aircraft to insure maximum operational effectiveness.
- c. To establish procedures necessary for the conduct of equipment flight tests on OXCART detachment aircraft.
- d. To establish coordination for the conduct of systems, airframe and propulsion basic engineering flight test on OXCART flight test aircraft.

2. Scope: These procedures apply to:

- a. The configuration and associated systems employed by OXCART A-12 aircraft.
- b. Flight tests of all equipment to be tested on OXCART detachment aircraft.
- c. The coordination with systems flight test and airframe and propulsion engineering flight test on OXCART flight test aircraft.

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3. Responsibilities: The responsibilities of the OXCART Aircraft Configuration and Flight Test Control Board include the following:

- a. Provide a mechanism for the fullest participation in project systems by all authorized parties.
- b. Prepare and maintain an OXCART aircraft flight test program projection, establish priorities for testing and determine which tests are to be conducted by the Detachment and which are to be conducted by Flight Test.
- c. Establish an OXCART aircraft configuration control system, approve for installation proposed equipment or system additions to aircraft, insure compatibility of all proposed programs with aircraft requirements, and maintain an aircraft modification schedule that will minimize interference with operational capabilities and requirements.

4. Procedures: The OXCART Aircraft Configuration and Flight Test Control Board will:

- a. Establish a standard configuration control chart to be maintained both at Headquarters by the Deputy for Materiel and at [REDACTED]
- b. Maintain a configuration control page for each aircraft by tail number to be maintained both at Headquarters by the Deputy for Materiel and [REDACTED]
- c. Determine the operational deficiencies in existing configuration and systems, if any, and make recommendations to correct them where possible.

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d. Provide general operating requirement specifications for new configurations, new electronic defensive systems, and new collection equipment, which would enhance the overall capability and survivability of the aircraft.

e. Determine the validity of the test requirement for new configurations, new systems, and new equipments. Establish the priority for testing and integrate the plan into the existing program.

f. Insure compliance with the following steps for control of and incorporation of a test program into the OXCART detachment aircraft.

(1) An outline of the approved test proposal will be prepared by the appropriate technical staff and forwarded to [REDACTED] for guidance in preparation of a complete Flight Test Plan. The outline will include, but not be limited to, a description of the equipment to be tested, flight test objectives, approximate duration of testing period, number of flights required, and a suggested priority of the test in relation to other tests in progress.

(2) [REDACTED] will prepare a complete Flight Test Plan and forward same to Project Headquarters. Any appropriate comments, problem areas, etc. should accompany this Flight Test Plan.

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(3) The OXCART Aircraft Configuration Control Board chairman will give final approval of the Flight Test Plan.

(4) A Flight Test Project Officer from Headquarters will be appointed for each test plan by the Board. He will be responsible for necessary liaison between Headquarters and the test director

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[REDACTED].

(5) The Project Officer will maintain a Flight Test Progress folder on all such flight tests. The progress folder will include the Flight Test Plan, as amended, and weekly progress reports. An appropriate chart will also be maintained by Headquarters and [REDACTED] depicting the essential elements of each Flight Test Project. Upon completion of the Flight Test Project, the progress folder will be forwarded to the appropriate staff for permanent file.

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g. Insure compliance with the following steps for coordination with systems or airframe and propulsion basic engineering flight test performance on flight test aircraft.

(1) A flight test program projection showing desired priorities will be maintained by Lockheed based upon existing channels of coordination between contractors, Headquarters and the R&D officer at

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25X1A [REDACTED] This will be reviewed periodically by the Board which will be informed of new programs prior to their incorporation and implementation.

25X1A (2) The R&D Officer, [REDACTED] will be responsible for liaison between Headquarters and the Lockheed Flight Test Director.

25X1A (3) The R&D Officer, [REDACTED] will maintain flight test progress records showing test program objectives, number of flights completed, estimated number of flights remaining and results to date. This information will be forwarded by him to Headquarters on a weekly basis.

h. The OXCART Aircraft Configuration and Flight Test Control Board will meet at the call of the Chairman. The site of the meeting will be determined by the Chairman.

i. All individuals or divisions who have proposals for the Board's consideration will submit such proposals to the Board Secretariat to be included on the agenda for the next scheduled meeting. The agenda will be distributed by the Secretariat to all Board members prior to the meeting. The agenda will include, but not be limited to, new items to be considered as well as items carried over from previous meetings.

j. The results of each meeting will be prepared in writing by the Board Secretariat and will encompass the nature of the meeting, record of attendance, and a review

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of decisions of the Board. Each member of the Board will receive a copy of the Board's report for his record, reference and possible action.

k. All proposals, modifications, procedures, etc., recommended by the Board will be included in the minutes. These actions must be approved by the Director of Special Activities prior to implementation.

25X1A 1. Information copies of all relevant correspondence on Board actions will be sent to [REDACTED]

25X1A m. Members and consultants at Headquarters and [REDACTED]
25X1A [REDACTED] are encouraged to coordinate with their respective staffs prior to the regular Board meeting to clarify agenda items and issues. This will assure that Board discussion will be addressed only to major items of consideration.

5. Composition:

a. The OXCART Aircraft Configuration and Flight Test Control Board will be comprised of the following membership:

25X1A Deputy for Operations, OSA (Chairman)
Deputy for Materiel, OSA
25X1A Deputy for Research & Development, OSA
Deputy Commander, [REDACTED]
25X1A Deputy Commander, [REDACTED]
Director of Research & Development, [REDACTED]

b. Consultants to the Board will include but not be limited to:

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25X1A Lockheed Project Officer [REDACTED]

25X1A Lockheed Flight Test Director [REDACTED]

Comptroller, OSA

25X1A Security Staff, OSA
[REDACTED]

c. The Board Secretariat will be composed of a representative from:

25X1A Deputy for Operations, OSA

Operations, [REDACTED]

d. Participation by others within CIA, from the field, and occasional consultants from other agencies may be advisable. Such people may be invited by any member, subject to the approval of OSA Security and notice to the Chairman.

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PROJECT HEADQUARTERS
DIRECTIVE NO. 50-20-8

OPERATIONS
25 APR 1966

OXCARD AIRCRAFT CONFIGURATION AND
FLIGHT TEST CONTROL

This Directive supersedes Project Headquarters Directive
1-20-100 dated 26 January 1966.)

1. Purpose:

- a. To establish the OXCART Aircraft Configuration and Flight Test Control Board.
- b. To establish the procedures necessary to configure OXCART aircraft to insure maximum operational effectiveness.
- c. To establish procedures necessary for the conduct of equipment flight tests on OXCART detachment aircraft.
- d. To establish coordination and control necessary for the conduct of systems, airframe and propulsion basic engineering flight test on OXCART flight test aircraft.

2. Scope: These procedures apply to:

- a. The configuration and associated systems employed by OXCART A-12 aircraft.
- b. To flight tests of all equipment to be tested on OXCART detachment aircraft.
- c. To systems flight test and airframe and propulsion engineering flight test on OXCART flight test aircraft

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3. Responsibilities: The Responsibilities of the OXCART Aircraft Configuration and Flight Test Control Board include the following:

- a. Provide a mechanism for the fullest participation in project systems by all authorized parties.
- b. Prepare and maintain an OXCART aircraft flight test program projection, establish priorities for testing and determine which tests are to be conducted by the Detachment and which are to be conducted by Flight Test.
- c. Establish an OXCART aircraft configuration control system, approve proposed equipment or system additions to aircraft, insure compatibility of all proposed programs with aircraft requirements, and maintain an aircraft modification schedule that will minimize interference with operational capabilities and requirements.

4. Procedures: The OXCART Aircraft Configuration and Flight Test Control Board will:

- 25X1A a. Establish a standard configuration control chart to be maintained both at Headquarters and [REDACTED]
- 25X1A b. Maintain a configuration control page for each aircraft by tail number to be maintained both at Headquarters and [REDACTED]
- c. Determine the operational deficiencies in existing configuration and systems, if any, and make recommendations to correct them where possible.

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d. Provide general operating requirement specifications for new configurations, new electronic defensive systems, and new collection equipment, which would enhance the overall capability and survivability of the aircraft.

e. Determine the validity of the test requirement for new configurations, new systems, and new equipments. Establish the priority for testing and integrate the plan into the existing program.

f. Insure compliance with the following steps for control of and incorporation of a test program into the OXCART detachment aircraft.

(1) An outline of the approved test proposal will be prepared by the appropriate technical staff and forwarded to [REDACTED] for guidance in preparation of a complete Flight Test Plan. The outline will include, but not be limited to, a description of the equipment to be tested, flight test objectives, approximate duration of testing period, number of flights required, and a suggested priority of the test in relation to other tests in progress.

(2) [REDACTED] will prepare a complete Flight Test Plan and forward same to Project Headquarters. Any appropriate comments, problem areas, etc. should accompany this Flight Test Plan.

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(3) The OXCART Aircraft Configuration Control Board chairman will give final approval of the Flight Test Plan.

(4) A Flight Test Project Officer from Headquarters will be appointed for each test plan by the Board. He will be responsible for necessary liaison between Headquarters and the test director at [REDACTED]

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(5) The Project Officer will maintain a Flight Test Progress folder on all such flight tests. The progress folder will include the Flight Test Plan, as amended, and weekly progress reports. An appropriate chart will also be maintained by Headquarters and [REDACTED] depicting the essential elements of each Flight Test Project. Upon completion of the Flight Test Project, the progress folder will be forwarded to the appropriate staff for permanent file.

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g. Insure compliance with the following steps for coordination and control of systems or airframe and propulsion basic engineering flight test performance on flight test aircraft.

(1) A flight test program projection showing desired priorities will be maintained by Lockheed based upon existing channels of coordination between contractors, Headquarters and the R&D officer at

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25X1A [REDACTED] This will be reviewed periodically by the Board which will approve newly proposed programs prior to their incorporation and implementation.

25X1A (2) The R&D Officer, [REDACTED] will be responsible for liaison between Headquarters and the Lockheed Flight Test Director.


25X1A (3) The R&D Officer, [REDACTED] will maintain flight test progress records showing test program objectives, number of flights completed, estimated number of flights remaining and results to date. This information will be forwarded by him to Headquarters on a weekly basis.

h. The OXCART Aircraft Configuration and Flight Test Control Board will meet once every thirty or sixty days at the call of the Chairman. The site of the meeting will be determined by the Chairman.

i. All individuals or divisions who have proposals for the Board's consideration will submit such proposals to the Board Secretariat to be included on the agenda for the next scheduled meeting. The agenda will be distributed by the Secretariat to all Board members prior to the meeting. The agenda will include, but not be limited to, new items to be considered as well as items carried over from previous meetings.

j. The results of each meeting will be prepared in writing by the Board Secretariat and will encompass the nature of the meeting, record of attendance, and a review

of decisions of the Board. Each member of the Board will receive a copy of the Board's report for his record, reference and possible action.

25X1A k. Information copies of all relevant correspondence on Board actions will be sent to 

5. Composition:

a. The OXCART Aircraft Configuration and Flight Test Control Board will be comprised of the following membership:

Chairman

D/SA
DD/SA (Alternate)

Member

D/Tech
AD/Tech (Alternate)

Member

D/FA

Member

C/MD/OSA

Member

C&FE/OSA (ECM)

Member

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Member

Member

Member

Member

PS/OSA

Member

Lockheed Reps

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Member

Secretariat, Hqs.

C/ASD/OSA

Secretariat, Hqs.

OXC/OSA

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Ops Officer

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b. Participation by others within CIA, from the field, contractors and occasional consultants from other agencies, may be advisable. Such people may be invited by any member, subject to the approval of Project Security Staff and notice of the Chairman.

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